

**NH State Coordinating Council for Community Transportation
Meeting Minutes • August 7, 2025
Granite State Independent Living • 21 Chenell Drive, Concord, NH**

Council Members Present In-Person

Rad Nichols, Sylvia Von Aulock, Chuck Saia, Terri Paige, Fred Butler, , Deb Ritcey, Steve Workman, Melina Hill Walker, Gene Patnode, Angelique Pandolph (Pending)

Council Members Present Virtually

Jennifer Rabalais (Pending)

Guests

Teri Palmer, Ben Herbert, Candy Reed, Terry Johnson, Jeff Donald, Andrew Harmon, Janet Langdell, Donna Marceau, Tim Josephson, Jen Buteau, Andrea Muller, Matthew Baronas, James Berquist, Bill Bolton, Allan Gillis, Jack Hutchinson, Sara O'Dougherty, Lilly Wellington, Luise McBride, Carole Zangla, John Wilson, Nicole Bryant, Andrea Hession, Shelley Winters

I. Call to Order, Welcome & Introductions

- Chair Chuck Saia called the meeting to order at 1:37pm

II. Chair's Update – As needed

Chuck welcomed all and said there were some exciting things on the agenda. He thanked SCC leadership and Jen Buteau for their work over the summer.

III. Meeting Minutes

- A. Motion:** Deb Ritcey moved to approve the June 13, 2025, SCC Public Meeting Minutes and Melina Hill Walker, seconded the motion. No discussion.
Minutes approved, all in favor

IV. Standing Reports & Updates**A. NHDOT Updates (Fred) – See Attached Report**

- The end of September/October is the annual solicitation for FTA 5310 subrecipients to apply for capital needs, specifically vehicles. Agencies should work with the RCCs to make sure any vehicle needs are ready to go. There is \$1.5M in the budget for operating funds specific to public transit agencies.

B. SCC Governance Updates - SCC Council Membership

- Deb Ritcey reported we are still waiting for approval of the pending nominations through Governor & Executive Council for Jennifer Rabalais, Angelique Pandolph, Teri Paige, and Jesse Lore.
- There are two other vacant positions on the council; see Deb if interested.

C. RCC & Mobility Management Reports – See Attached Reports

- Teri Palmer shared a thank you note she received for participating in listening sessions in the North Country.
- Teri said that a new format for reporting mobility management performance indicators will start at the September SCC meeting.
- Fred Butler reported that the latest performance measure report was sent to SCC voting members for review. He also created a new tab on Keep NH Moving under the “About Us” section where these reports will be posted.
- Donna Marceau expressed concern that some of her Region 7 numbers weren't accurate or defaulted to zero. This was discussed prior to the release of this month's report and I was promised that it

would not go out until the errors/omissions were corrected, but it did. It has been three years of different attempts to collect and then report performance data, but there are still errors. This is frustrating because it gives the false appearance that work/service delivery in Region 7 isn't happening.

- Council members expressed appreciation to Donna for being forthcoming and expressed concern that we are still having these problems three years after the MM Network was implemented.
- Fred assured Donna that he will connect with her and fix those errors, while also noting the September report should address many of the concerns expressed over the past few years.

D. Federal & State Policy & Budget Updates – Steve/Rad/Fred

- Governor's Advisory Council for Intermodal Transportation (GACIT) hearings are coming up. Every two years the Ten-Year Plan (TYP) for transportation is amended and adopted through this process. Together the TYP and the biennium budget chart the course for transportation spending. The TYP projects and money is dominated by roads and bridges but also includes public transit/community transportation and active transportation. This provides the road map for maintaining and growing our system to meet growing needs. Providers and consumers were urged to take part in this once every two-year opportunity to talk about the entire transportation system in New Hampshire. Steve said that he will follow up with the GACIT hearing schedule once released, and any talking points being developed by team members working on legislative issues. Steve reminded mobility managers and their lead agencies that testifying at GACIT hearings is an essential part of their duties and asked that leads support the MM's in this endeavor.
- Steve reported that The American Public Transportation Association (APTA) is sounding the alarm over the federal re-authorization of the surface transportation bill "THUD" appropriation bill because it proposes reducing funding for public transit and rail by \$19.2B. A potential positive is consideration of eliminating match requirements for 5310 and 5311. Steve cautioned that while this would really help with raising match, it would reduce the funds available which used to include the additional match percentage. The industry is still dealing with a fiscal cliff because COVID related funds has been used or eliminated; additional reductions would be catastrophic across the country. It's important to remember that public transit is the backbone of our community transportation system and it must be adequately funded and operational.
- Possible legislation to increase support of Volunteer Driver Programs and drivers is being explored by several stakeholder groups. The timeline for submitting proposed legislation is tight (September) meaning it more likely this will remain a priority for future legislative cycles.

E. SCC Annual Report

- Chuck discussed that the SCC Annual Report is due to the legislature and governor by November 1. One of the requirements for the report is to make recommendations for any new or revised legislation. Chuck asks that any proposed legislation or questions/concerns regarding legislation be emailed to Steve prior to the September meeting.
- Shelly Winters reminded the group that the deadline for submitting proposed legislation during the 2026 Legislative Session is Sept. 15 (House) and Sept. 19 (Senate). She said that DOT is not proposing any legislation related to community transportation for this cycle.
- Shelley also indicated that NHDOT would prefer a more abbreviated version of the annual report to submit rather than the extensive one that was recently submitted to cover multiple years.

V. Strategic Coordination Discussion

A. SCC Mission Review

- Chuck reviewed the SCC Mission and supportive clause from the SCC Bylaws, adopted 5/2/24. He explained how this grounds the work of the Council and the proposed SCC Strategic Plan that we will be exploring next.
- *The mission of the SCC is to improve the coordination, capacity, accessibility, quality, and sustainability of mobility options throughout the State of New Hampshire.*
- *SCC encourages organizations and individuals from across the state to attend meetings and engage with members to positively impact community transportation services in New Hampshire. The SCC values the participation and input of community members and users, as well as representatives from groups including but not limited to transportation agencies, local and county government, planning commissions, human service providers, economic and workforce-related agencies, and stakeholder advocacy organizations.*

B. SCC Workplan 2025-2027 Presentation – Chuck, Leadership Team, Jen Buteau, CTNA Consultant – See Attached Plan Documents

- Chuck said that SCC Leadership has worked with Jen Buteau to develop a Strategic Plan that is aligned with the SCC Mission and guided by preliminary findings from the ongoing Statewide Community Transportation Needs Assessment. The Strategic Plan will be a living, evolving document.
- Jen Buteau introduced the one-page SCC Strategic Plan Overview (see attached). The Plan contains three Priority Focus Areas: Communication & Engagement, Leadership & Accountability, and Strategic Readiness & Planning. Each focus area has an overarching goal and strategic objectives. Today we will explore the focus areas and goals. We will expand the conversation to include strategic Objectives at the September SCC meeting.
- Jen explained that in developing the strategic plan, priority focus was given to coordination. To do coordination well, you need to lean on others and think about how information will be shared between parties. This is really about systems work, do we have the right systems in place to move this work forward and how are we nurturing relationships between mobility managers, RCCs and the SCC. We still need the nuts and bolts of how this group is going to get there in the next two years and will help fill in all the gaps. We need to strengthen the RCC and SCC feedback loops and continue to work on community engagement awareness.
- Chuck says a concerted effort will be made moving forward to get information sooner from the RCCs to the SCC so that everyone is prepared to come into each SCC meeting. SCC leadership wants to move beyond facts and figures and get to the important discussions happening at RCC meetings. Related, SCC meeting agendas will continue to change to better highlight the RCCs during the SCC meetings and to be more meaningful.
- Terri Paige expresses concerns with the streamlining nature of the Strategic Plan. She wants to make sure we don't lose the intent from SCC/RCC origins. The intent of the RCC is to reflect the needs in each region and needs vary in each region of the state. That's a lot to cover in one central document. She hopes we remember this as we move forward and won't force regions to do things they can't accomplish since each region is different.
- Rad said coordination is a spectrum and providers fall into different areas. COAST, for example, can do some elements of coordination, but not all. He notes that on a federal level, smaller agencies have the same reporting requirements as large transit systems, which is frustrating.
- Sylvia asked if the leadership team has considered how feedback system between SCC and RCC will function? Chuck said that strategies are being developed as part of the plan with an early goal of meeting with the RCC leadership teams.
- Jack Hutchinson of Deerfield VDP shared that In Deerfield, a substantial number of disabled persons are transported by neighbors helping neighbors. In one case, someone just transported someone because they just wanted to help, it wasn't an official trip through the VDP. No data is being recorded for that - what does that mean? He highlights telling the story to let SCC leadership know what's happening on the ground. Is this part of scope of SCC? Chuck says yes, it's community transportation.

- Deb Ritcey – If we compare this to unpaid hours that parents take care of their children with disabilities and it's deaf to the state. There's no reprieve for these older parents taking care of their adult children. As long as we continue to rely on VDP, what piece of this state system are we taking over their responsibility? What if something happens to the parent, what will the adult do?
- Teri Palmer said that many folks with disabilities are trying to get back and forth to work. We had a man who needed money to purchase an e-bike so he could ride it to work. Many people need wheelchair transportation, but GSIL had its funding cut and there's nothing else available. What are the action steps, how are we going to fix this? Wheelchair transportation is often not available, or if it is, it's expensive. Medical facilities make appointments for people, but there's no way for them to get there. They don't/won't provide transportation and don't even consider that it's an issue.
- Fred mentions that state vehicle inspections have been repealed and wonders what the impact to VDP will be. The Legislature is said to be considering refining this new change to statute to address certain issues, but that is out of the direct control of SCC/DOT/Etc., but Individual agencies can still require an inspection for their drivers' vehicles.
- Rad says in general drivers will still be expected to not drive with bald tires, for example, so they could get pulled over for that. So, even with no inspection requirements, drivers should still be responsible for their vehicle upkeep. Agencies will still be able to say we want our drivers to have inspected vehicles.
- Fred suggests a virtual meeting for folks on this issue.
- Angelique has been talking with VIP to create a multi-point inspection for Easterseals vehicles.
- Leadership will be working with Jen to prepare for the next phase of this discussion at the September meeting.

VI. Public Comment: Consumer Voices & Announcements (as time permits)

VII. Closing, Action Item Review, and Adjournment

- A. June 13 Conference Materials are available for a limited time through the shared Dropbox link:
https://www.dropbox.com/scl/fo/sde3gisstu3mfxcp2lnif/AKsOLF6ewSS-k-fqKOB_TIE?rlkey=xpvxvkjlymqfxef9ive71hgqi&st=oinkcpw7&dl=0
- B. Tri-State Transit Conference: Portland, Maine, September 3-5 – Register now.
- C. Next Meeting: The regularly schedule September meeting has been moved to **Thursday, September 11, 2025** because of the Tri-State Conference.

Respectfully Submitted,
Steve Workman, SCC Secretary



NHDOT's NHTA UPDATE: 08/07/25

- **Grants**

- **STBG** – All FFY25 funds transferred and split; direct recipients to adjust STIP as needed
- **5304/5305** – Three projects underway in SFY26-27 UPWPs
- **5310 Capital** – Next solicitation fall 2025
- **5310 RCC** – New SFY26-27 agreements underway
- **5311** – New SFY26-27 agreements underway
- **5339 Bus & Bus Facilities Capital** – Next solicitation fall 2025
- **5311(f)** – NHDOT considering Keene-Nashua (or Keene-Concord) expansion
- **General/Discretionary** – National RTAP: [Community Rides Grants](#) due 8/29 (5311 agencies only)

- **RTAP/Training**

- 5-year contract approved in May
- Def Driving & Pass Evac webinars available; PAT trainings to start in late Aug/Sept;
 - All are/will be posted to <https://www.newhampshirertap.com/calendar>
- Please contact Cathy Cormier regarding any desired transit-related training for NHDOT's consideration of hosting/funding.

- **Other**

- Thanks to all agencies that got Certs & Assurances signed & returned
- FTA Region 1 was affected by budget cuts; timeline for grant reviews, etc., affected
- Quarterly reports due to Cathy, well, let's call it today
- Paula will start NTD season outreach shortly!
- State operating match: \$1.5M/year in 26-27 budget! Huge win. Congrats.
 - No sign of vanity plate set-aside in final [HB2](#)
 - NHDOT investigating per NHTA's request
- Transit stop requests: The following would still be helpful:
 - Any documentation related to stop arms, e.g., LSR language if feasible or a white paper if not.
 - A one-pager to make the case for stops on high-speed and/or high-traffic roads. How is access balanced with safety?
- What's a lawyer's favorite drink? Why, subpoena colada, of course.
- 5307 (urban) providers should please work with/through MPOs to ensure projects are in the STIP.
- The FFY26 Senate THUD appropriations bill eliminates required match for 5310 and 5311 programs. The House version does not include such language. While a lack of match isn't a clean win since reducing match would just reduce overall services provided, consider reaching out to House members if deemed a priority. [FY26 THUD Bill Text](#)
 - *SEC. 166. (a) Funds obligated in fiscal year 2026 for grants under sections 5310 and 5311 of title 49, United States Code, may be used for up to 100 percent of the eligible net costs of a project, notwithstanding subsection (d) of section 5310 and subsection (g) of section 5311 of such title.*
- Reminders:
 - Please check your GTFS feeds to ensure your services appear on platforms such as Google (Transit).
 - Agencies are encouraged to ensure their services are accurately reflected on the Keep NH Moving website.

STRATEGIC PLAN

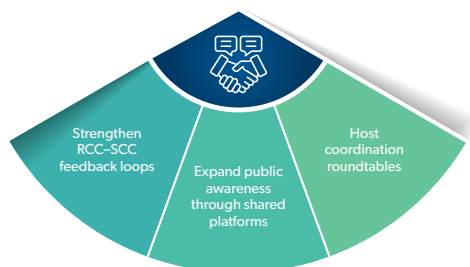
For Community Transportation

New Hampshire seeks safe, reliable transport for all ages and abilities to support independence and community life.



Strengthening Fundamental Coordination Across New Hampshire

Communication & Engagement



GOAL

Strengthen cross-regional collaboration and stakeholder engagement by improving information flow, visibility, and responsiveness.

STRATEGIC OBJECTIVES

- Strengthen RCC–SCC feedback loops
- Host coordination roundtables
- Expand public awareness through shared platforms

Leadership & Accountability



GOAL

Ensure coordination efforts are shaped by community voices and measured with transparency, inclusion, and shared responsibility.

STRATEGIC OBJECTIVES

- Elevate lived experience in SCC leadership
- Promote inclusive coordination practices
- Deliver a coordination-focused annual report

Strategic Readiness & Planning



GOAL

Equip the SCC and partners with the tools, data, and alignment needed to implement coordinated solutions effectively.

STRATEGIC OBJECTIVES

- Align SCC priorities with CTNA & CHSTP
- Modernize reporting and data infrastructure





State Coordinating Council (SCC) for Community Transportation Work Plan August 2025 – June 2027

Plan Theme: Strengthening Fundamental Coordination Across New Hampshire

Statewide Vision: New Hampshire envisions an integrated system of safe, reliable, and sustainable transportation options that allow residents to maintain independence and participate in work and community life no matter their age or ability.

SCC Mission: To improve the coordination, capacity, accessibility, quality, and sustainability of mobility options throughout the State of New Hampshire.

Overview: The SCC will focus on deepening its core mission: to monitor, support, and strengthen coordination across New Hampshire’s community transportation systems (RSA 239-B). That work begins with listening, aligning, and leading. This includes enabling cross-regional collaboration and removing barriers that prevent systems from functioning effectively together. Every action in this plan supports fundamental coordination. This encompasses the relationships, reporting systems, communication protocols, and representative leadership that enable community transportation to function effectively.

Plan Framework: This plan outlines **three strategic focus areas** and **eight actionable and coordinated commitments** that the SCC will pursue over the two-year period. Each action reinforces the SCC’s role as a connector, convener, and champion for systems-level improvement.

Living Document: This plan covers a two-year period with the intention that adaptation occurs when needed to make space for point-in-time issues and opportunities and to address the natural ebb and flow (sequencing) of the work.

Focus Areas & Action Items

Focus Area 1: Communication and Engagement

Purpose: Strengthen collaboration, visibility, and communication across RCCs, mobility managers, and the public.

Coordinated Commitments:

A. Strengthen RCC–SCC Feedback Loops

Create reliable, two-way information flows between the SCC and regional partners.

B. Deepen Engagement with Mobility Managers

Build stronger connections with regional and statewide mobility managers by creating structured opportunities for shared learning, cross-regional support, and co-design of solutions. Strengthen the SCC’s capacity to listen, respond, and elevate the expertise of those coordinating transportation on the ground.



C. Expand Public Awareness of Coordination

Use shared platforms like KeepNHMoving.org to share updates, amplify local voices, and invite public input.

Focus Area 2: Aligning Systems, Planning for Action

Purpose: Prepare SCC and partners to implement coordinated strategies through alignment, planning, and data infrastructure.

Coordinated Commitments:

A. Align SCC Priorities with CTNA Findings and Recommendations

Ensure SCC priorities reflect the statewide needs assessment and plan recommendations.

B. Modernize Statewide Reporting Infrastructure

Establish shared indicators, tools, and practices for consistent regional data collection and storytelling.

Focus Area 3: Inclusive Leadership & Accountability

Purpose: Strengthen decision-making by including lived experience and holding systems accountable for equity, clarity, and results.

Coordinated Commitments:

A. Expand Lived Experience Leadership

Create space for people most impacted by transportation gaps to shape SCC decisions.

B. Build Equity-Driven Coordination Practices

Use data, checklists, and feedback to identify and address disparities in service access and investment.

C. Deliver an Annual Coordination Impact Report

Share findings, innovations, and gaps with stakeholders, policymakers, and the public in an accessible, actionable format.

What Comes Next: Over the next month, each coordinated commitment will be further developed into:

- SMART Goals
- Defined Action Steps
- Timelines & Milestones
- Performance Metrics
- Lead Champions

This framework is a strategic launchpad—not just a work plan. It represents our collective commitment to advance community transportation in a way that is collaborative, measurable, and built to adapt.

Rationale for Focus Areas & Actions

This plan reflects the Council’s statutory role to monitor, guide, and support regional efforts while connecting statewide investments and strategies. It also integrates insights from the Community Transportation Needs Assessment (CTNA), recognizing that coordinated action is essential for sustainable, equitable, and accessible transportation systems.

Focus Area 1: Communication and Engagement

1. Strengthen Feedback Loops and RCC–SCC Communication:

Why this matters:

SCC is responsible for monitoring coordination statewide (RSA 239-B:3, II), and RCCs are tasked with advising SCC on local needs (RSA 239-B:3-a, III). Consistent two-way communication ensures that SCC decisions reflect local realities and that RCCs have a clear channel for elevating barriers, innovations, and ideas.

2. Host Coordination Roundtables for RMMs and the SMM

Why this matters:

Mobility managers coordinate day-to-day systems across the state. Hosting roundtables gives SCC structured insight into system challenges and successes. This fulfills SCC’s duty to monitor coordination practices and helps ensure SCC actions are informed by those implementing coordination on the ground.

3. Expand Public Awareness Through Shared Platforms

Why this matters:

The SCC’s leadership in coordination is more effective when it is visible and accessible. Using a public-facing platform such as [KeepNHMoving.com](https://www.KeepNHMoving.com) to share RCC updates, roundtable themes, and CTNA-aligned strategies allows the SCC to increase transparency and invite broader community input.

Focus Area 2: Strategic Readiness and Implementation Planning

4. Align SCC Priorities with CTNA Findings and Recommendations

Why this matters:

The Community Transportation Needs Assessment (CTNA) offers a statewide roadmap grounded in community voice and systems analysis. As the body responsible for overseeing coordination statewide (RSA 239-B:3), the SCC plays a critical role in translating the CTNA’s findings into action. By aligning its priorities and implementation efforts with the CTNA, the SCC helps ensure a cohesive, well-supported statewide strategy that builds on momentum and input from across New Hampshire.

5. Modernize Statewide Reporting Infrastructure

Why this matters:

SCC is required to report annually on the status of coordination (RSA 239-B:3, V). Consistent, streamlined data



from RCCs and mobility managers allows SCC to identify patterns, evaluate progress, and fulfill its statutory role with clarity and credibility.

Focus Area 3: Leadership, Equity, and Accountability

6. Expand Lived Experience Leadership

Why this matters:

Community transportation coordination must reflect the experiences of those who use it most. Including older adults, people with disabilities, and veterans on the SCC helps ensure policies and investments are grounded in lived reality, in keeping with the SCC's charge to promote access and inclusion.

7. Build Equity-Driven Coordination Practices

Why this matters:

Equity is a fundamental principle of good coordination. To ensure that statewide coordination efforts are fair and inclusive, the SCC must use data and community input to identify disparities and address them proactively.

8. Deliver a Coordination-Focused Annual Report

Why this matters:

RSA 239-B:3, V requires SCC to submit an annual report to the Governor. This report must reflect regional trends, system needs, and coordination outcomes. A clear, action-oriented report ensures accountability and informs future investments and policy decisions.

CTNA

As part of the Community Transportation Needs Assessment (CTNA), contracted partners will be available to support SCC priorities that align with the CTNA's scope. These supports include disseminating findings, developing policy briefs, facilitating engagement with regional and state stakeholders, and helping synthesize insights from data and discussion to inform SCC decision-making. SCC members and staff are encouraged to work with the CTNA team to amplify coordination-focused recommendations and ensure strong alignment between local input, regional realities, and statewide strategy.

NH State Coordinating Council for Community Transportation Meeting Instructions
Thursday, May 1, 2025 • 1:30-3:30pm • Regular Meeting

Information for Voting Council Members

Remote Participation: At its March 6, 2025, meeting, the SCC adopted a standing authorization for council members to remotely participate in State Coordinating Council for Community Transportation in New Hampshire meetings when physical attendance is not reasonably practicable limited to driving in hazardous weather conditions, care of self/childcare/family reasons, or reasonable accommodations for a disability pursuant to RSA 91-A:2, IV. Council members are reminded that this does not eliminate or reduce the 8-person in-person quorum unless otherwise authorized by the SCC Chair.

Attendance Confirmation: Please RSVP with Steve Workman, SCC Secretary so he can monitor quorum status. Please remember to send notice if you will not be able to attend a meeting or if you will be attending remotely. Voting council members are reminded that SCC Policy requires that they provide an accepted reason for not attending the meeting in-person.

Meeting Information

Regular Meeting Schedule

First Thursday of the month, 1:30-3:30pm. No July meeting. The Chair may change the date of a meeting for cause.

Physical Location

Granite State Independent Living (GSIL)
21 Chenell Drive, Concord NH

Zoom Instructions SCC Hybrid Meetings

Steve Workman will moderate Zoom during the meeting. Participants will arrive in the waiting room and are asked to wait patiently to be let in. Make sure you have your full name on your Zoom profile so we can identify who you are before we allow you access to the meeting. Always remain muted unless you are speaking. If you wish to speak, please use the "Raise Hand" button located under the "Reactions" tab and when done speaking please lower hand.

Join SCC Meeting by Zoom

Please note that this is a series Zoom link that is good for regular SCC meetings August 2024 – May 2025.

<https://us02web.zoom.us/j/86359807055?pwd=U7qYnbOT8a2COAONPUf7NahVqcbGbZ.1>

Meeting ID: 863 5980 7055

Passcode: 355398

Please note that the chair reserves the right to open, suspend or limit discussion. Two-minute limit per speaker.

**NH State Coordinating Council for Community Transportation
Granite State Independent Living • 21 Chenell Drive, Concord, NH • And by Zoom
Meeting Agenda • August 7, 2025**

SCC Mission: To improve the coordination, capacity, accessibility, quality, and sustainability of mobility options throughout the State of New Hampshire.

Item
I. Call to Order & Welcome
II. Chair's Update & Agenda Review
III. Meeting Minutes
A. June 13, 2025
IV. Standing Reports & Updates as Needed
A. NHDOT Updates – Fred
B. SCC Governance Updates - Deb
C. RCC & Mobility Management Reports
D. Federal & State Policy & Budget Updates – Steve/Fred
V. Strategic Coordination Discussion
A. SCC Mission Review - Chuck
<p>From SCC Bylaws adopted 5/2/24:</p> <p><i>The mission of the SCC is to improve the coordination, capacity, accessibility, quality, and sustainability of mobility options throughout the State of New Hampshire.</i></p> <p><i>SCC encourages organizations and individuals from across the state to attend meetings and engage with members to positively impact community transportation services in New Hampshire. The SCC values the participation and input of community members and users, as well as representatives from groups including but not limited to transportation agencies, local and county government, planning commissions, human service providers, economic and workforce related agencies, and stakeholder advocacy organizations.</i></p>
B. SCC Work Plan 2025-2027 Presentation – Chuck, Leadership Team, Jen
VI. Public Comment: Consumer Voices & Announcements
<i>*The chair reserves the right to open, suspend or limit discussion. Two-minute limit per speaker.</i>
VII. Closing, Action Item Review, & Adjourn
A. June 13 Conference Materials: https://www.dropbox.com/scl/fo/sde3gisstu3mfxcp2lnif/AKsOLF6ewSS-k-fqKOB_TIE?rlkey=xpvxvkjlymqxfef9ive71hgqi&st=oinkcpw7&dl=0
B. Tri-State Transportation Conference: Portland, Maine Sept. 3-5 - Register Now!
C. Next Meeting: Thursday, September 11, 2025 – Changed from 9/4/25
D. Adjourn.